

The Young Daily Press.

No. 9567

第十七六百九十九第

廿四月初二十

HONGKONG, WEDNESDAY, DECEMBER 26TH, 1888.

三月

號五十二月二十英港香

PRICE \$24 PER MONTH

SHIPPING.

ARRIVALS.

December 23, EUPHRATES, British str., 1,399
J. Edwards, London, and Singapore
December, General—BUNZEL & Co.
December 24, TELAMON, British steamer, 1,557
T. C. L. L. General—BUNZEL & Co.
December 24, CHI-CHUAN, Chinese str., 1,011
C. R. Null, Shanghai 20th December, General—
TAYLOR, Manila 1st December, General—
RUSSELL & Co.

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INTIMATIONS.

THREE IMPORTANT FACTS ABOUT THE LIFE OFFICE.

1. HALF A MILLION STERLING per annum is being paid in Death Claims year by year.

2. THE FUNDS IN HAND amount to upwards of \$1,000,000 and have increased 50 per cent. in the last 15 years.

3. THE LIVES insured are annually replaced by more than double the number of truly selected lives.

THE BORNEO COMPANY, LIMITED
890-31, Agent, Hongkong.

W. BREWER is now displaying his
W. CHRISTMAS IMPORTATIONS,
comprising—

Novelties in Fancy Goods from all the best
Markets of the World—Paris, Vienna, London,
and America.

Fine French Chocolates and Sweets.

Tom Smith's Bon Bons
Boys and Girls' Annuals
Children's Books in great variety
Children's Sensible Toys.

Handsome Inlaid Japanese Albums of Views
and Costumes.

Microscope and Cigarette Holders, and
Gold-Mounted Wood Pipes.

Stylophones, Fans, Silver Knives.

Opera Glasses, Pocket Knives.

Dressing Cases, Razors in Cases.

Scout Cases, Jewel Cases.

Electro-plated Goods.

and

Novelties too numerous to mention.

WALTER W. BREWER,
11, QUEEN'S ROAD, HONGKONG.

KELLY & WALSH, LIMITED
ARE NOW SHOWING THEIR NEW SEASON'S
GOODS SUITABLE FOR
CHRISTMAS PRESENTS.

Worthy Cabinets, Boxes and Morocco
Patt Cases.

Inlaid Walnut and Mahogany Writing Desks.

Tourist Cases, Stationery Cases, Blotting
Books.

Library and Drawing Room Inkstands, Safety
Matches, Gongs, Call Bells.

BRANCHES IN INDIA, PERSIA, CHINA, JAPAN
AND THE COLOMBIES.

THE NEW ORIENTAL BANK
CORPORATION, LIMITED
AUTORISED CAPITAL \$2,000,000.
PAID UP 2,580,000.

HEAD OFFICE: 40, THE HEADLIEPAGE STREET,
WEST END OFFICE: 25, COCHINQUE STREET.

BRANCHES IN INDIA, PERSIA, CHINA, JAPAN
AND THE COLOMBIES.

THE BANK receives money on Deposit,
Buy and Sale, Bills of Exchange, Letters
of Credit, forwards Bills for Collection,
and Transacts Banking and Agency Business
generally or to be had on application.

Interest allowed on Deposits—

Fixed for 12 months, 5 per cent. per Annum.

Fixed for 6 months, 4 per cent. per Annum.

Fixed for 3 months, 3 per cent. per Annum.

On Current Deposit Account 2 per cent. per
Annum on the daily balance.

AGENCY DEPARTMENT.

For the convenience of those returning to
Europe, an Agency Department has been added
to the ordinary business of the Bank, for the
transaction of Personal Agency of every de-
scription.

Agents and Factors collected.

Warehouses, Factories, or forwarded,
Inwards or Outwards.

Insurance effected.

Chancery Notes and Letters of Credit issued.

Agency of the NATIONAL LIFE INSURANCE
SOCIETY.

H. A. HERBERT,
Manager, HONGKONG BRANCH,
Hongkong, 19th December, 1888. [1]

THE BUNTING LAND INVEST-
MENT AND AGENCY COMPANY,
LIMITED

SUBSCRIBED CAPITAL \$5,000,000
PAID UP CAPITAL 2,580,000
RESERVE FUND 1,250,000

BOARD OF DIRECTORS:

H. J. KESWICK, Chairman; Managing
C. P. CHATER, Vice-Chairman; Directors—
E. A. SOLOMON, Esq.
J. G. M. MELVILLE, Esq.
G. E. NOBLE, Esq.
LEE BING, Esq.
POON PONG, Esq.

BANKERS:

THE HONGKONG & SHANGHAI BANKING
CORPORATION.

COMPS, &c., &c.

ALSO TO HAND

In our TAILORING DEPARTMENT,

large Stock of Materials for RIDING
BECQUES, RIDING TROUSERS,

RIDING HABITS, &c.

BEDFORD CORD, WHIPCORD, STOCK,

INGNETTE, VENETIAN CLOTH,
&c., &c., &c.

CHRISTMAS CLOTHING.

White Buckskin SADDLES,

Fawn Buckskin SADDLES,

Pigskin SADDLES,
4, 6, and 8 lbs. weight.

SETS OF

INTIMATIONS.

WINES AND SPIRITS.

BY APPOINTMENT.
A. S. WATSON & CO., LIMITED.
(ESTABLISHED A.D. 1841.)
HONGKONG.

We invite attention to the following old and
Brands, all of which are excellent quality and
good value for the money.

The same being specially selected by our
London House, and bought direct from the
noted Shippers, and packed in wood and bottled
in glass, this enables us to supply the best
growth at moderate prices.

Now in ordering it is only necessary to state
the name and quantity of Wine or Spirit wanted,
and initial letter for quality desired.

Order through Local Post or by Telegram
receive prompt attention.

PORTS. (For Islands and general use.)

Per Bot. Per Case. Per Doz. Per Quart.

A Alto Doce, good quality.	\$10	\$1.00
B Vintage, superior quality.	12	1.10
C Fine Old Vintage, super quality.	14	1.25
D Very Fine Old Vintage, extra superior. Violet Capsule (Old Bottled).....	18	1.50
SHERRIES.		
A Delicate Pale Dry, dinner wine, Green Capsule.....	8	0.80
B Superior Pale Dry, dinner wine, Green Capsule.....	7.50	0.80
C Mansfield Pale, Natural Sherry, White Capsule.....	10	1.00
CO. Superior Old Dry, Pale Natural Sherry, Red Seal Capsule.....	10	1.00
D Very Superior Old Pale Dry, choice old Wine, White Seal Capsule.....	12	1.10
E Extra Superior Old Dry, very fine quality, Black Seal Capsule (Old Bottled).....	14	1.25
Case. Per Case. Per Doz. Per Quart.		

CLARETS.		
A Superior Breakfast Claret, Red Capsule.....	34	2.40
B St. Estephe, Red Capsule.....	45	3.00
C St. Julian.....	7	0.70
D La Rose.....	11	1.00
Per Doz. Per Bot. Case. Per Case. Per Doz. Per Quart.		

BRANDY.		
A Hennessy's Old Pale, Red Capsule.....	82	0.10
B Superior Very Old Cognac, Red Capsule.....	14	1.25
C Very Fine Liqueur Cognac, Red Capsule.....	18	1.50
D Hennessy's First Very Old Liqueur Cognac, 1872, Vintage, Red Capsule.....	24	2.00
SCOTCH WHISKY.		
A Thorne's Blend, White Capsule.....	8	0.75
B Watson's Glenorchy, Melton, Blue Capsule, with Name and Trade Mark.....	8	0.75
C Watson's Ayrshire, Glenlivet, Red Capsule, with Name and Trade Mark.....	8	0.75
D Watson's H. K. D. Blend of the Finest Scotch Malt Whiskies, Violet Capsule.....	10	1.00
E Watson's Old Liqueur Scotch Whisky, Gold capsule.....	12	1.10
IRISH WHISKY.		
A John Jameson's Old, Green Capsule.....	8	0.75
B John Jameson's Fine Old, Green Capsule.....	10	1.00
C John Jameson's Very Fine Old, Green Capsule.....	12	1.10
GENUINE BONJON WHISKY. (Old, Red Capsule, with Name).....	10	1.00
GIN.		
A Fine Old Tom, White Capsule.....	4.50	0.40
B Fine Unasweetened, White Capsule.....	4.50	0.40
C Fine A. V. H. Geneva.....	5.25	0.40
BUM.		
Fine Old Jamaica, Violet Capsule, Good Liqueur Island.....	12	1.00
LIQUEURS.		
Benedictine Maraschino Curacao Herring's Cherry Cordial Chartreuse Dr. Siegert's Angostura Bitters, &c.	1-19	

NOTE TO CORRESPONDENTS.

Communication on official matters should be addressed to "The Editor" and those on business to "The Manager," and not to individuals by name.

Correspondents requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

TELEGRAMS NO. 12.

DEATHS.

On the 11th December, at No. 10, Yokohama, Nippon, the beloved wife of Harry Harding, At the Government Civil Hospital, Hongkong, on the 15th December, THOMAS DOWDIE, at the age of 70 years, on the 20th of December, JOURNAL HARRISON, late Chief Pilot, of the steamer Shanghai. Aged 27 years.

The Daily Press.

HONGKONG, DECEMBER 25, 1888.

The French have recognised the fact that Tonquin is to become a trade route for South-western China's trade must be free. A decree has just been issued by the Governor-General of French Indo-China to the effect that goods destined for Kunnam and Kwangsi via Laos and Langson are to be free from all transit dues whatsoever. We learn also, from the Courier d'Haiphong, that the Government has commenced the system of giving a small subsidy to junks ascending the Red River, thus removing the sense of insecurity which has been one of the chief obstacles to the growth of trade on that waterway. In the last Quarterly Return of the Imperial Maritime Customs, Mengtze, the port at which cognizance is taken of the Red River trade, was mentioned, but no report had been received. We learn, however, from private sources, that the trade shows promising appearances. Pending the improvement of the river, to render it serviceable for steam navigation there is no reason why, with judicious encouragement, a very considerable trade should not be done in junks. Before the French occupation there was a very appreciable trade by this route, which was destroyed by the operations of the war, but now, with additional security and freedom from impost, it may reasonably be expected that it will attain much larger dimensions. To allow the trade to attain its full development, however, the river must be made practicable for steam navigation. This apparently would not be very difficult, for a steamer has already made an experimental voyage to Laos. With regard to Langchow, the trading station above Langson, it would appear that there is little prospect of any large development of trade until the Piu-lang-huang railway is made. It is hoped a commencement of this work will be made before very long. As to the development of trade in Tonquin itself, the existing protective tariff which has been introduced produces the hope of any great or

rapid extension. In Cochin-China the tariff is almost strangling business, the returns showing a falling tonnage of trade destined of the expansion that under favorable circumstances would be expected. From this it may be seen how slight is the chance of building up any large trade in the foreign colony.

A Society which seems destined to accomplish a very useful work in China has just held its annual meeting at Shanghai. We refer to the Society for the Diffusion of Christian and General Knowledge amongst the Chinese. This title was adopted in order to show the combination of mundane and spiritual objects in view. It is with the members of the Society's work that we are chiefly concerned. In addition to a large mass of purely religious matter issued from the Society's Press there has since last Chinese New Year been published a magazine entitled the "Review of the Times," in reference to which the report says: "Its circulation has risen rapidly month by month, and still rises; and what is still more satisfactory, almost every 'new subscriber' seeks the back numbers, so that the magazine is laid aside for annual use."—We have only 88 copies left of all the issues. It is also gaining access to the very quarters we desired; and we have the satisfaction of knowing that it is soon to be obtained by the highest officials in the empire." The Chairman of the meeting, Dr. Focke, the Consul-General for Germany, said a letter had been received from the Consul at Canton, whom he had requested to interest himself in the matter, in which the writer stated that he had had a conversation with one of Count Okuma's secretaries, who told him that he and most of his friends were sub-scribers to the magazine, and that the Vice-roy saw it occasionally. A magazine with a circulation in such quarters as this cannot fail to exercise a very potent influence. As to its programme, we do not do better than refer to the remarks of the Rev. Dr. Azken, the editor. "It must not be overlooked, Dr. Azken said, that China had made great deal of progress and now contained men who were ready to receive and assimilate such information as is designed to give them through the periodical in question; bearing this in view, his object had been to obtain a good staff of contributors who also understood the purpose in view; among them were Dr. WILLIAMSON, DR. EDKINS, DR. DODDSON, DR. MARSH, DR. RICHARD, MR. MURKIN, and MR. FOX, besides native contributors. It was not intended, the gentleman went on to remark, that the magazine should be a popular one; it was intended to stimulate and guide the nascent sentiment that was growing in China. Its conductors adopted the plan of taking advantage of the suggestions in the daily papers, and so doing they managed to keep abreast of the demand for information. The system of prize essays has also been adopted by the Society, as to which the report says: "We received twenty essays which were examined and four prizes awarded. The essays showed, to quote the words

of an examiner, 'surprising and gratifying acquaintance with foreign science and a full appreciation of its bearing on China.'"

With reference to this Dr. AZKEN said:—

"The Chinese Government, more perhaps than foreigners were aware, relied upon this method of obtaining its information. He happened to know that a great many of these subjects were sent up from the provinces, and occasionally they were submitted to the Viceroy and Governors of the maritime provinces. The Chinese Government, as far as I can see, would be compelled to give a more condensed statement showing the views of the whole literary circle. The literati were dependent upon the Society's publications for information, and these publications, not being thrown aside like an ordinary newspaper, were creating a store of information. For these, essays would be compiled a condensed statement showing the views of the whole literary circle. The literati were dependent upon the Society's publications for information, and these publications, not being thrown aside like an ordinary newspaper, were creating a store of information. As Dr. AZKEN truly remarked, the commercial element and the missionary element could nowhere better approximate to each other than in such an enterprise as this. We wish the Society all success in its work, and would cordially recommend it to the support of every one interested in the diffusion of Western knowledge in China. That the union of the two elements in the society is real and not merely nominal is shown by a glance at the names of those who took part in the proceedings at the annual meeting, both the Consular and Commercial as well as the Missionary sections of the Shanghai community were well represented.

To-day being Christmas Day there will be no issue of the Hongkong Daily Press tomorrow (Thursday). We cordially wish you a bright Merry Christmas.

The steamer Empress, which arrived yesterday from Singapore, reports that about 600 tons of coal were taken at 21 N. long. 113° E. on the 20th inst. and 600 tons at 21 N. long. 114° E. on the 21st inst. The return voyage was a quick one. Leaving Hongkong at 4 p.m. on Monday the 16th, we reached the bar at Desson's at 8 a.m. on the 18th, and having waited for the tide, arrived at Haiphong before noon.

The Chinkiang correspondent of the Mercury writes that the foundation stone of the new British Consulate was laid on the 19th December, and the ceremony was witnessed by nearly the whole of the foreign community. The guests before the ceremony were received by the British Consulate with a military salute.

The Acting British Consul, having received

the invitation from the Superintendent of S.E.M. Board of Works, proceeded with a few remarks appropriate for the occasion and then deposited in the cavity several coins of the realm, and other nationalities who attended on whom are recorded the names of the British subjects and other nationalities who attended the ceremony.

The stone was lowered into the hole and was declared to be well and truly laid. Three shots were fired in salute, and a gun given for the British Government.

The ceremony was completed for the tide that arrived at Haiphong before noon.

The Chinkiang correspondent of the Mercury writes that the British Consulate was opened on the 24th December.

The Mercury adds: "The British Consul

has been received by the Consul of France.

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NOTICES TO CONSIGNEES,
FROM HAMBURG, PENANG, AND
SINGAPORE.

THE Steamship

"ELECTRA"

Captain P. Moller, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Opium will be forwarded unless notice to the contrary be given before 2 p.m. to-day.

All Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited, and stored at Consignees' risk and expense.

No Claims will be admitted unless the Goods have left the Godowns and all Goods remaining delivered after the 30th inst. will be subject to re-charge.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined by the Consignees.

No Fire Insurance has been effected.

SIEMSEN & CO., Agents.

Hongkong, 24th December, 1889. 12674

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND
SINGAPORE.

THE Company's Chartered Steamship

"MORAY"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at West Point, whence delivery may be obtained.

Cargo will be forwarded after the 25th instant will be subject to re-charge.

No Fire Insurance has been effected. Consignees are requested to present all claims for damages and/or shortages not later than the 30th instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by JAEDINE, MATTHEW & CO., General Managers.

Hongkong, 18th December, 1889. 12641

OCEAN STEAMSHIP COMPANY.

CONSIGNEES, per Company's Steamer

"PRO METHEUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 22nd inst.

Cargo will be delivered after the 29th instant will be subject to Rent. All damaged Goods must be left in Godowns, where they will be examined at 11 A.M. on the 28th inst.

BUTTERFIELD & SWIBRE,

Agents.

Hongkong, 1st December, 1889. 12607

STEAMSHIP "IRAWADDY."

COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London, Ex S. S. *Monach* and *Guadalquivir*, from Havre, Ex S. S. *Guadalquivir*, and from Bordeaux, Ex S. S. *Cambrai*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risks at the Company's Godowns, and that delivery may be obtained immediately after landing.

Optional cargo will be forwarded on unless intimation is received from the Consignees before 3 p.m. to-day (SUNDAY), requesting that it be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after MONDAY the 30th inst., at Noon, will be subject to rent and landing charges at one cent per package per diem.

All Claims must be sent in to me on or before the 31st December, or they will not be recognized.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 2nd December, 1889. 12

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "MERIONETHSHIRE,"

FROM HAMBURG, ANTWERP, LONDON, PENANG, AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 4 p.m. to-day.

No Fire will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th instant will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 30th instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by ADAMSON, BELL & CO., Agents.

Hongkong, 23rd December, 1889. 12593

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

EXTRAORDINARY MEETING OF

SHAREHOLDERS.

NOTICE.

NOTICE is hereby given that an EXTRAORDINARY MEETING will be held at the CITY-HALL, Hongkong, on TUESDAY, the 16th day of January, 1890, at TWELVE O'CLOCK NOON, when, in accordance with the requirements of Article 96 of the Deed of Settlement of the Corporation, the Shareholders will be requested to authorize the Directors to adopt an ordinance passed by the Governor of the Colony of Hongkong amending the HONGKONG AND SHANGHAI BANK ORDINANCE No. 5 of 1886.

By Order of the Court of Directors.

G. E. NOBLE,

Chief Manager.

Hongkong, 30th November, 1889. 12488

CANTON INSURANCE OFFICE,

LIMITED.

NOTICE TO SHAREHOLDERS.

LIQUEUR.

BENEDICTINE from the Monastery.

C. P. & Co. are the Sole Consignees of this Article.

For Bills widely known.

Interest Warrants of \$5 per share payable at the HONGKONG AND SHANGHAI BANKING CORPORATION, the same being at the Rate of 10 per cent per Annum on the Paid-up Capital of \$100 per share.

Notice is hereby given that in order that the same may be adjusted the TRANSFER BOOKS of the Office will be CLOSED from the 15th to the 31st inst. both days inclusive.

JARDINE, MATTHESON & Co., General Agents.

Canton Office, Limited.

Hongkong, 18th December, 1889. 12633

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

SHAREHOLDERS are hereby notified that

by the Articles of Association the THIRD

INSTALMENT of \$15 (Fifteen Dollars) per

Share (on Shares not fully paid) is due on the

31st December, 1889. The Undersigned will

remain at the Registered Office of the above

Company, No. 42, Queen's Road Central, Hongkong, on or before the above date. Interest at the rate of 12 per cent per Annum will be charged on unpaid instalments.

Dated, Hongkong, 1st December, 1889.

C. EWENS,

General Manager.

2643 J. S. G. GILLOTT & S. STEEL, PENS.

GOLD MEDAL,

PARIS, 1878.

Sold by all

Stationers and Dealers.

981

INTIMATIONS

HONGKONG TRADING COMPANY LIMITED.

(LATE THE HALL & HOLT CO-OPERATIVE CO. LTD. OF HONGKONG.)

Incorporated under the Companies' Ordinance of Hongkong. The Majority of Shares held to be paid up to the amount of \$100 each.

CAPITAL: \$400,000, divided into 20,000 Shares of \$20 each.

\$5 payable on application; \$5 on allotment, and the balance at call on 3 months' notice being given. No call will be made for the first \$3,000, and the balance for the second \$3,000.

STEAMSHIP "ELECTRA" will be forwarded unless notice to the contrary be given before 2 p.m. to-day.

All Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited, and stored at Consignees' risk and expense.

No Claims will be admitted unless the Goods have left the Godowns and all Goods remaining delivered after the 30th inst. will be subject to re-charge.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined by the Consignees.

No Fire Insurance has been effected.

SIEMSEN & CO., Agents.

Hongkong, 24th December, 1889. 12674

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND
SINGAPORE.

THE Company's Chartered Steamship

"MORAY."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at West Point, whence delivery may be obtained.

Cargo will be forwarded after the 25th instant will be subject to re-charge.

No Fire Insurance has been effected.

Consignees are requested to present all claims for damages and/or shortages not later than the 30th instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by JAEDINE, MATTHEW & CO., General Managers.

Hongkong, 18th December, 1889. 12641

OCEAN STEAMSHIP COMPANY.

CONSIGNEES, per Company's Steamer

"PRO METHEUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 22nd inst.

Cargo will be delivered after the 29th instant will be subject to Rent. All damaged Goods must be left in Godowns, where they will be examined at 11 A.M. on the 28th inst.

BUTTERFIELD & SWIBRE,

Agents.

Hongkong, 1st December, 1889. 12607

STEAMSHIP "IRAWADDY."

COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London, Ex S. S. *Monach* and *Guadalquivir*, and from Bordeaux, Ex S. S. *Cambrai*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risks at the Company's Godowns, and that delivery may be obtained immediately after landing.

Optional cargo will be forwarded unless notice to the contrary be given before 4 p.m. to-day.

No Fire will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th instant will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 30th instant, or they will not be recognized.

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For Bills widely known.

Interest Warrants of \$5 per share payable at the HONGKONG AND SHANGHAI BANKING CORPORATION, the same

MAIL. SUPPLEMENT TO THE HONGKONG DAILY PRESS.

HONGKONG, WEDNESDAY, DECEMBER 25TH, 1889.

THE HONGKONG GOVERNMENT AND THE LIGHT DUES.

The unofficial members of the Legislative Council are naturally anxious that the special rate to be levied for the construction of the Gap Rock Lighthouse should not be imposed as a permanent charge on shipping frequenting the port. They might even go further and contend that no rate for this purpose should be levied at all. When the Hongkong Lighthouses Ordinance was introduced the preamble read:—"Whereas it is expedient to erect lighthouses, buoys, or beacons in the harbours of the Colony and the approaches thereto," etc. When the Bill was in Committee, however, the then Chief Justice (Sir John SWALD) suggested that this word "approaches" should be omitted, as it could have no jurisdiction outside the Colony, and it was omitted accordingly. The Colony is now, however, about to be, "a port and maintain a lighthouse outside the jurisdiction, and if the word "approaches" had not been struck out on that occasion the Bill would have been unenforceable. The Lighthouses Ordinance was subsequently incorporated in the Merchant Shipping Consolidation Ordinance, and the Bill now before the Council to amend the latter is "for the purpose of continuing the levy of a rate for a lighthouse outside the Colony, the existing law only authorising light dues for lighthouses in the Colony." It is clear, however, from the reports of the proceedings in Committee, that it was never intended the light dues should become a source of revenue to the Colony, beyond the amount required to defray the cost of the construction and upkeep of the lights themselves. When the original Bill was discussed in Committee on the 9th December, 1873, the Hon. P. RYAN said "in the point the Colony should be clear about was that 'the dues would only be levied to meet the necessary expenditure and should not be heavy as to be a burden on the trade of the Colony.' The then Governor, the late Sir ALEXANDER KENNEDY, replied "that a cent or ton should be regarded as a maximum rate." It is now proposed to increase this rate, which was to be regarded as a maximum, to a rate, but found insufficient, such a course would have been reasonable and proper, but as a matter of fact the existing rate of one cent per ton is more than sufficient to cover the expense both of the Gap Rock and the existing lights. The mere fact that the Gap Rock light will be outside the Colony has really no bearing on the argument, because the original intention was to provide the best lights practicable, and the striking out of the word "approaches" in the Bill of 1873 was merely an excess of legal nicety.

The total amount received in light dues from the time they were imposed amounted up to the end of last year to \$293,452. What the original cost of the lighthouses was we are unable to say precisely, but it was certainly well within \$60,000, and the cost of keep, varying from \$5,000 to \$8,000 a year, has not amounted to more than a similar sum of \$90,000. Deducting the expenditure of \$180,000 from the revenue of \$288,000 we have a balance left of \$113,000 with which to commence the construction of the Gap Rock Lighthouse, and whatever further sum may be required for the completion of the work would be made up in a very few years by the ordinary excess of revenue over expenditure. However, the principle of an additional rate has already been suggested to, and it will probably not be thought advisable to re-open that part of the question. But what has been agreed to is simply the levy of a rate for such term as may be necessary to cover the cost of the new light. The Governor admits that "there was a most distinct understanding to that effect." Experience has shown that it will not be safe to rely on a distinct understanding unsupported by express legal provision. The Hon. P. RYAN expressed the hope on Wednesday that "Mr. MACEWEN had agreed to be noted down." But this is not sufficient, because things "noted down" are very often never looked at again, and when they are their binding effect is sometimes disputed. I will therefore be prudent to have it expressly provided in the Ordinance that the levy is to cease so soon as a certain sum shall have been collected. Notwithstanding the very distinct understanding that existed upon the time the Lighthouses Ordinance was passed, when it was suggested, after the cost of the lighthouses had been much more than paid for, that there should be a reduction of the dues, the Secretary of State replied that he could not sanction any diminution of the sources of revenue. From this we may see how important it is that the powers of taxation it is proposed to give to the Governor in the present case should be limited and not general. The master is one that specially comes within the province of the Chamber of Commerce, and we would suggest to that body the desirability of taking legal advice on the Bill and submitting to the Governor such amendments as may be necessary to secure that the dues shall not exceed in a gross amount the cost of the new lighthouse, or, if any difficulty be apprehended in adjusting the account, then a certain fixed sum, say \$150,000 or \$200,000. The cost of the steam tender *Fame* would, of course, have to be included in the calculation.

A CHINESE OFFICIAL ON THE EXCLUSION OF CHINESE FROM AMERICA.

The December number of the *Chinese Recorder* contains a translation of a paper by Wu KUANG-P'EI, lately attached to the Chinese Legation at Washington, on the subject of the exclusion of Chinese from America. The whole paper, as a very fair statement of the Chinese side of the question, will impress the reader; but the point of most importance in it is the distinct declaration that emigration is a necessity for China, and that the Imperial Government is bound, directly or indirectly, to foster and protect it. "Let us remember," says the Secretary, "that not only the dignity of our country is at stake, but the lives of hundreds of thousands of Chinese." The sense of public and private charity has had to open again and again for our poor agricultural population, suffering from repeated natural calamities. If their number is now to be suddenly swelled by the expulsion from foreign countries of those who have gone there to endeavour to pick up a living what will the state of China be?" The same sentiment is expressed in the *Essay on the Restoration of Chinese Commerce* lately reviewed by the *N. C. Daily News*, where the protection of Chinese labourers abroad is insisted upon as one of the best means of protecting trade. The author's argument is to the effect that the Chinese settlers in the Straits, Australia, and elsewhere consume a vast quantity (some \$100,000 worth, he says) of

foodstuffs and utensils manufactured in China, the export duty on which swells the revenue at all the open ports from Shanghai to Canton; that large sums are annually remitted to China, and that whenever any of the natural calamities of which Wu KUANG-P'EI speaks has fallen upon their native country these settlers have responded liberally to an appeal for help. He maintains, then, that the Chinese representatives in the foreign states concerned should be instructed to protest, "in language neither arrogant nor harsh," against the attempted exclusion of Chinese labourers from those ports. An officer writer in the same series went even further and urged that the next announced diet of China should be sent to cruise abroad for the protection of Chinese subjects.

There are but little doubt that these sentiments fairly reflect the present attitude of this class of Chinese statesmen on the exclusion question, the class of which CHANG CHIH-TUNG was while at Canton the present champion. It was through his influence, indeed, it would not be too much to say by his orders, that the roving Commission on Emigration was sent some three years ago to the English and Dutch colonies, and he has all along posed as the protector of the down-trodden, but uncomparably flourishing, coolie. In the face of the very active interest he has shown in these matters and the desire so frankly expressed by the writer, we have already quoted to see Chinese emigration encouraged in every way, it is rather strange to find Dr. ASHMORE (in the article which we reprinted the other day from the *New York Examiner*) declaring that "China is bewildered to know what to do about the vast number of her people that have gone abroad and if she had her own way she would have them recalled." Such undoubtedly would have been the attitude of the Chinese Government of twenty years ago, but the views are taken now, even at Peking, and most certainly at Canton. Dr. ASHMORE naturally approaches the subject from the point of view of an American, and a still confounds the policy of the Chinese Government with regard to the very distinct subject of emigration to America and emigration to the Straits and Siam. The number of Chinese in the United States is comparatively insignificant; it is certainly not one fourth of the number in the Malay Peninsula, and San Francisco is at a vastly greater distance from China than is Bangkok or Singapore. The most active Chinese statesmen, most especially upon how the Gap Rock light will be outside the Colony, have no bearing on the argument, because the original intention was to provide the best lights practicable, and the striking out of the word "approaches" in the Bill of 1873 was merely an excess of legal nicety.

The total amount received in light dues from the time they were imposed amounted up to the end of last year to \$293,452. What the original cost of the lighthouses was we are unable to say precisely, but it was certainly well within \$60,000, and the cost of keep, varying from \$5,000 to \$8,000 a year, has not amounted to more than a similar sum of \$90,000. Deducting the expenditure of \$180,000 from the revenue of \$288,000 we have a balance left of \$113,000 with which to commence the construction of the Gap Rock Lighthouse, and whatever further sum

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succeeded in putting it down in inland districts to such a degree that only one or two areas are heard of now where a hundred would be formerly the old majority still prevails round Canton and on the coast. The cause for this state of affairs he seems to think lie in the existence of Hongkong and Macao on the borders of the province. He openly states that his great difficulty in dealing with pirates arises from their assembling themselves in the two colonies, where they form into associations under regular chiefs, "collect blackmail in all unprotected places along the coast, and at times carry off wealthy persons from whom they extract immense sums as ransom." Thus, continues CHANG, "they have funds, with which they bribe the police, provide themselves with arms, and even pay compensation to the families of such of their crews as are killed." & Further on in the course of his highly coloured account of the doings of the pirates, His Excellency intimates that when captured their rendition officially demanded by the Hongkong Government; and again, that criminals now secure immunity from punishment "to such a degree that the families of those who are killed are not even paid." & The few dollars that could be saved in this way, by the way, for the service it should seek other means, such as the washing out of the dross in the official who, when he is aware in such numbers to dry up the fangs of the land, and to perpetuate corruption and bribery in the government forms in every department of the State. 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to look out of it. The Victoria then went ahead considerably and was for a few yards on even terms with the Shamrock. The Shamrock then turned and the two boats showed the others the way. The Shamrock, hanging on to their sterns, like a death, without however, striking the stroke. The Thistle soon passed the race and shortly afterwards the Shamrock did ditto and it became apparent that the race was between the Shamrock and the Thistle. When the Shamrock came on the scene, with the Victoria, the two were racing on the Shamrock, and to it I failed in many instances to find takers. The Thistle rowed in good style, but the Shamrock kept the lead. Just as they were nearing that winning post and the result was getting critical, a launch came right across the bows of the Shamrock, nearly swamping the boat. The Thistle, luckily for themselves, had inside water and going home won by about half a length.

SAILING RACE. — For all open boats, any flag, Chinese owned boats excluded, entrance, \$10; first prize, \$20; second prize, \$10.

The following were the entries:—

Commodore's Galley.....

Admiral's Cutter.....

Mr. C. Smith's Cutter.....

The Havelock's Cutter.....

Christine.....

The Name's Own.....

The Name's Own.....